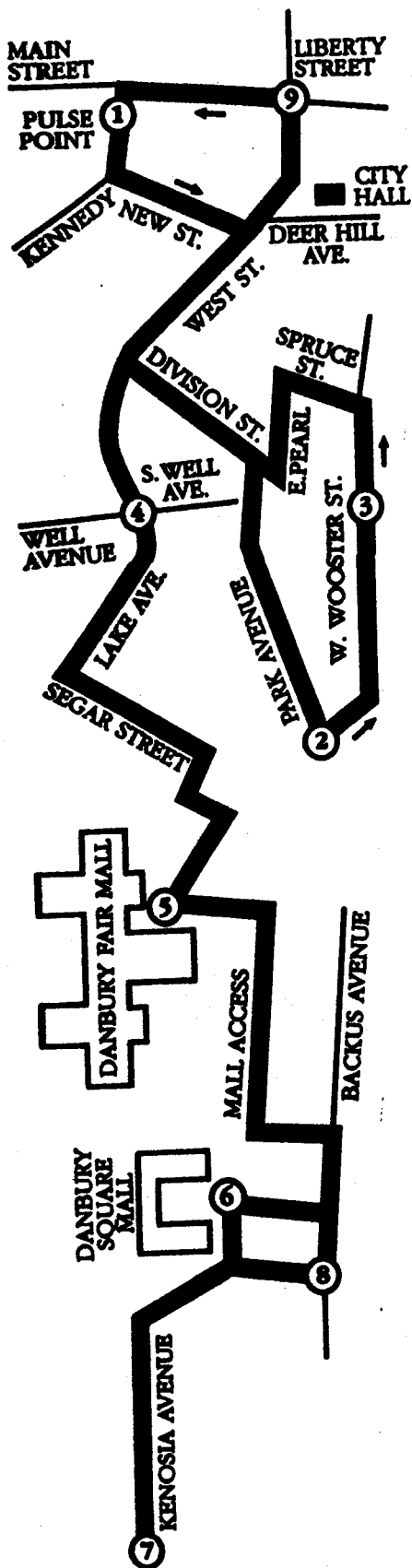


# Route 6



## FIXED ROUTE COMPREHENSIVE OPERATIONAL ANALYSIS 1994 OPERATING YEAR

THIRD INSTALLMENT

Route 6:

Lake Avenue/ Danbury Fair Mall Analysis  
FEBRUARY 1995

PREPARED BY:

HOUSATONIC AREA REGIONAL TRANSIT  
SERVICE DEVELOPMENT DEPARTMENT

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# INTRODUCTION

Please see page 1 of the first installment (Route 1 - Golden Hill/Medical Center) of the 1994 Fixed Route Comprehensive Operational Analysis for introductory comments concerning this report.

## PART 1 - ROUTE AND OPERATION DESCRIPTION

### Service Area

The 6 Lake Avenue/Danbury Fair Mall Route serves West Street, Lake Avenue and Danbury neighborhoods south of West Street and west of Main Street, as well as the Danbury Fair Mall, Danbury Square Mall, and Kenosia Avenue. Like all other HART fixed routes, the 6 Route begins and ends at the Pulse Point, located at Kennedy Avenue in Downtown Danbury, where transfers are facilitated as all routes arrive and depart simultaneously in a "pulse" mode.

For the purposes of this study, the route will be segmented, excluding the Pulse Point, into the following five service blocks, each with its own operational, demographic, or land use characteristics:

1) West Street/Downtown Danbury. The 6 Route begins outbound trips by traveling the residential New Street to serve West Street, a major Downtown Danbury arterial which, before the construction of Interstate 84, was part of U.S. Route 6. West Street is densely developed with large houses, many of which have been converted to offices and small businesses. A diner, pharmacy, and physicians' offices serve as traffic generators, but much of the ridership in the past has been generated from those residing on West Street and its heavily residential side streets - Montgomery, Harmony, Orchard, and Williams Streets.

All outbound and inbound trips serve the length of West Street between New Street and Lake Avenue. Inbound trips bypass New Street and continue east on West Street to Main Street, where they serve CVS before returning to the Pulse Point.

2) Park Avenue/West Wooster Street Loop All trips, both outbound and inbound, turn off West Street at its intersection with Division Street to begin a large counterclockwise loop. The loop begins by traveling a 500-foot segment of Division Street before turning onto Park Avenue, a residential street lined by private homes, several moderate-sized condominium complexes, and the Park Avenue elementary school. At Fry's Corner, a one-tenth mile section of West Wooster Street serving as an intersection between West Wooster Street, Park Avenue, and Wooster Heights

Road, the route turns onto the residential West Wooster Street and serves Crosby Manor and Wooster Manor, both senior housing developments. The loop concludes with service to Spruce, Pearl, and Division Streets. All trips then turn back onto West Street to continue their routing.

This segment includes the route's only deviation, one scheduled morning and one scheduled afternoon trip to the Barden Corporation, located less than one-quarter-mile west of Fry's Corner. The facility is accessed via Park Avenue, and the deviation returns all trips to Fry's Corner.

3) Lake Avenue/Segar Street West Street links with Lake Avenue about 500 feet west of the intersection of West and Beaver Streets. The 6 Route travels the length of Lake Avenue, which ends in the area of Exit 4 of I-84, where it links with Lake Avenue Extension, part of the current U.S. Route 6. Lake Avenue is densely developed by private homes, small shops, and an apartment complex. The intersecting Lawncrest Road, Abbott Avenue, Well Avenue, and the neighborhoods around Concord Road and Merrimac Avenue generate ridership for this segment.

Once reaching the area of Exit 4 of I-84, the route turns onto Segar Street. With the exception of a restaurant, Chuck's Steak House, Segar Street is entirely undeveloped.

4) Danbury Fair Mall/Danbury Square Mall Segar Street intersects with a short connecting road running underneath Route 7 to access the parking lot of the Danbury Fair Mall, the region's largest shopping center and one of the largest malls in the Northeast United States. The 6 Route serves the mall at its southeast entrance, between Macy's and Filene's, two of the mall's five anchor stores. The 1992 COA reported the Danbury Fair Mall as the HART system's largest traffic generator for any single route.

After serving the Danbury Fair Mall, the 6 Route exits the parking lot and travels by way of Backus Avenue to the Danbury Square Mall, a strip mall of about 20 stores, the largest of which are Toys R Us and Barnes & Noble books. The Danbury Square Mall is directly served by outbound trips only. Inbound trips can be accessed from Kenosia Avenue, which runs behind the Danbury Square Mall.

5) Kenosia Avenue After providing outbound service to the Danbury Square Mall, buses use the west exit to turn onto Kenosia Avenue. The route travels north on Kenosia to the road's end, a cul-de-sac at the entrance to Jensen Trailer Park. All trips immediately turn around at this point and travel to the intersection of Kenosia and Backus Avenues, located behind the Danbury Square Mall.

At its south end, near the mall, Kenosia Avenue is sporadically

lined with houses and small apartment buildings. As it proceeds north, the route indirectly serves light-industrial facilities and a large condominium complex alongside Kenosia Lake. The northern spur of the road provides access to Kenosia Park and Jensen Trailer Park.

Lorad and PHH Homequity are both large employers located on Apple Ridge Road, which winds uphill from Kenosia Avenue over one-half mile to the neighboring facilities. The distance from the facilities to Kenosia Avenue prohibits easy transit use, and neither has generated passenger requests for service.

Exhibit 1 illustrates the route.

## Frequency of Service

The 6 Lake Avenue/Danbury Fair Mall Route operates from 6:05 a.m. to 6:33 p.m. on weekdays and 8:00 a.m. to 5:33 p.m. on Saturdays. On weekdays, the first outbound trip departs the Pulse Point at 6:05 a.m., and departures continue thereafter with 30 minute headways during the early-morning and late-afternoon peak periods and 60 minute headways from 9:00 a.m. to 3:00 p.m. On Saturdays, headways remain at 60 minutes throughout the service day.

Unlike the other fixed routes, the 6 Route offers one express trip each service day to Downtown Danbury after the final pulse. On weekdays and Saturdays, the final outbound trip to the Danbury Fair Mall and Danbury Square Mall expresses back to West and Main Streets in Danbury to provide an additional inbound trip from the malls for downtown residents.

A timetable is included in Exhibit 2.

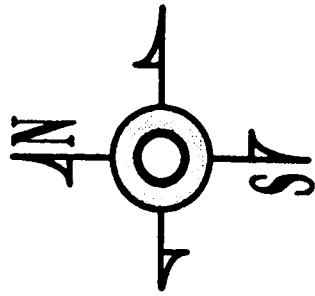
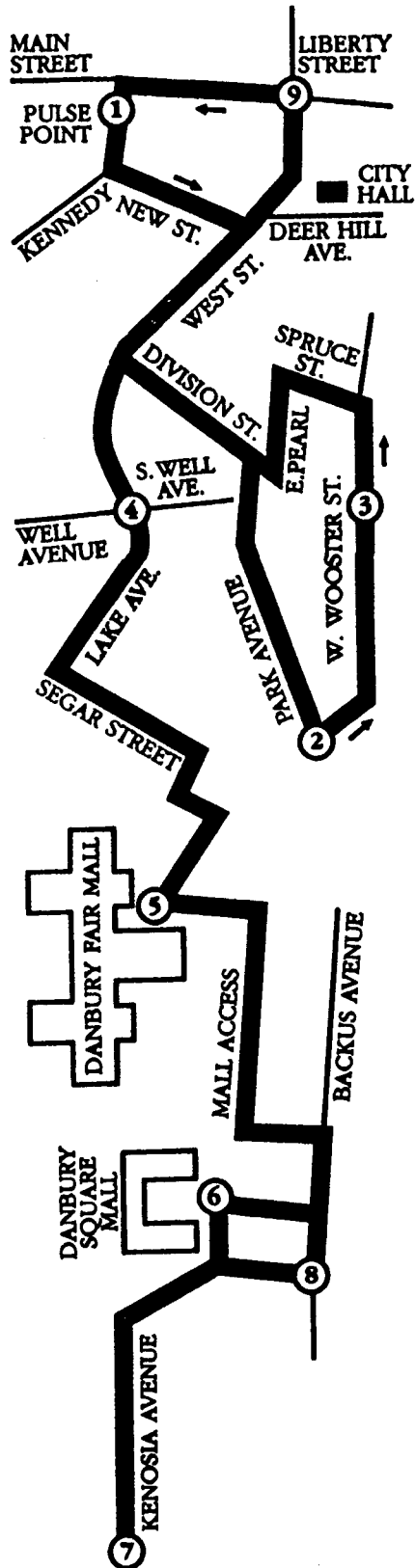
## Running Time

All trips of the Lake Avenue/Danbury Fair Mall Route are scheduled to complete a round trip in 55 minutes. This running time allows two layovers to enable an efficient timed-transfer system; one is at the Pulse Point and lasts five minutes, and the other follows the inbound arrival at the Danbury Fair Mall and lasts eight minutes for all but the two inbound trips serving the Barden Corporation. Those two trips take a three minute layover at the mall.

On weekdays, running times for outbound trips beginning at the Pulse Point and ending at Jensen Trailer Park are 24 minutes. Inbound running time from Jensen Trailer Park to the Pulse Point is 23 minutes. The inbound running time for the two trips serving the Barden facility during the P.M. peak period is 28 minutes.

Exhibit 1

6 LAKE AVENUE/  
DANBURY FAIR MALL ROUTE MAP



## 6 LAKE AVENUE/DANBURY FAIR MALL ROUTE TIMETABLE

	1	2	3	4	5	6	7
OUTBOUND WEEKDAYS	6:05	6:09	6:11	6:16	6:19	6:21	6:25
	6:30	6:35	6:37	6:42	6:47	6:50	6:54
	7:00	7:05	7:07	7:12	7:17	7:20	7:24
	7:30	7:35	7:37	7:42	7:47	7:50	7:54
	8:00	8:05	8:07	8:12	8:17	8:20	8:24
	8:30	8:35	8:37	8:42	8:47	8:50	8:54
	9:00	9:05	9:07	9:12	9:17	9:20	9:24
	10:00	10:05	10:07	10:12	10:17	10:20	10:24
	11:00	11:05	11:07	11:12	11:17	11:20	11:24
	12:00	12:05	12:07	12:12	12:17	12:50	12:24
	1:00	1:05	1:07	1:12	1:17	1:20	1:24
	2:00	2:05	2:07	2:12	2:17	2:20	2:24
	3:00	3:05	3:07	3:12	3:17	3:20	3:24
	3:30	3:35	3:37	3:42	3:47	3:50	3:54
OUTBOUND SATURDAYS	4:00	4:05	4:07	4:12	4:17	4:20	4:24
	4:30	4:35	4:37	4:42	4:47	4:50	4:54
	5:00	5:05	5:07	5:12	5:17	5:20	5:24
	5:30	5:35	5:37	5:42	5:47	5:50	5:54
	6:00	6:05	6:07	6:12	6:17	6:20	---
	8:00	8:05	8:07	8:12	8:17	8:20	8:24
	9:00	9:05	9:07	9:12	9:17	9:20	9:24
OUTBOUND SATURDAYS	10:00	10:05	10:07	10:12	10:17	10:20	10:24
	11:00	11:05	11:07	11:12	11:17	11:20	11:24
	12:00	12:05	12:07	12:12	12:17	12:20	12:24
	1:00	1:05	1:07	1:12	1:17	1:20	1:24
	2:00	2:05	2:07	2:12	2:17	2:20	2:24
	3:00	3:05	3:07	3:12	3:17	3:20	3:24
	4:00	4:05	4:07	4:12	4:17	4:20	4:24
	5:00	5:05	5:07	5:12	5:17	5:20	---

6:30 a.m. outbound trip from Pulse Point serves Barden Corp. at 6:37 a.m.

	7	8	5	4	3	2	9	1
INBOUND WEEKDAYS	6:05	6:08	6:11	6:15	6:19	6:21	6:24	6:25
	6:24	6:29	6:38	6:43	6:47	6:49	6:53	6:55
	7:24	6:58	7:08	7:13	7:17	7:19	7:23	7:25
	7:24	7:28	7:38	7:43	7:47	7:49	7:53	7:55
	7:54	7:58	8:08	8:13	8:17	8:19	8:23	8:25
	8:24	8:28	8:38	8:43	8:47	8:49	8:53	8:55
	9:24	9:28	9:38	9:43	9:47	9:49	9:53	9:55
	10:24	10:28	10:38	10:43	10:47	10:49	10:53	10:55
	11:24	11:28	11:38	11:43	11:47	11:49	11:53	11:55
	12:24	12:28	12:38	12:43	12:47	12:49	12:53	12:55
	1:24	1:28	1:38	1:43	1:47	1:49	1:53	1:55
	2:24	2:28	2:38	2:43	2:47	2:49	2:53	2:55
	3:00	3:04	3:08	3:13	3:17	3:19	3:23	3:25
	3:24	3:28	3:38	3:43	3:47	3:49	3:53	3:55
INBOUND SATURDAYS	3:54	3:58	4:08	4:13	4:17	4:19	4:23	4:25
	4:24	4:28	4:38	4:43	4:47	4:49	4:53	4:55
	4:54	4:58	5:08	5:13	5:17	5:19	5:23	5:25
	5:24	5:28	5:38	5:43	5:47	5:49	5:53	5:55
	---	---	6:23	Express to West & Main			6:33	---
	8:24	8:28	8:38	8:43	8:47	8:49	8:53	8:55
	9:24	9:28	9:38	9:43	9:47	9:49	9:53	9:55
INBOUND SATURDAYS	10:24	10:28	10:38	10:43	10:47	10:49	10:53	10:55
	11:24	11:28	11:38	11:43	11:47	11:49	11:53	11:55
	12:24	12:28	12:38	12:43	12:47	12:49	12:53	12:55
	1:24	1:28	1:38	1:43	1:47	1:49	1:53	1:55
	2:24	2:28	2:38	2:43	2:47	2:49	2:53	2:55
	3:24	3:28	3:38	3:43	3:47	3:49	3:53	3:55
	4:24	4:28	4:38	4:43	4:47	4:49	4:53	4:55
	---	---	5:23	Express to West & Main			5:33	---

Inbound trips arriving at the Pulse Point at 3:55 and 4:25 p.m. serve Barden Corp. at 3:45 and 4:15 p.m.

1. Pulse Point   2. Fry's Corner   3. Wooster Manor   4. Lake & Well   5. Danbury Fair Mall   6. Danbury Square Mall  
7. Jensen Trailer Park   8. Kenosia & Backus   9. Main & West (CVS)

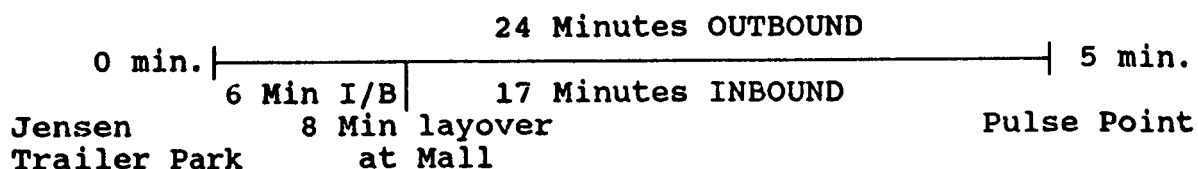


On Saturday, all trips have an outbound running time of 24 minutes and an inbound running time of 23 minutes with an 8 minute layover at Reynolds Ridge. Exhibit 3 illustrates the various running time combinations.

#### Exhibit 3

### Route 6 Lake Avenue/Danbury Fair Mall Route Running Times

#### ALL TRIPS



#### Run Cutting

Please refer to the first installment of the 1994 COA for a description of run cutting. Unlike Routes 1 through 5, which are consistently paired with one other interlining route throughout each service day, the 6 Route interlines with two separate routes: the 7 New Milford Route during the peak periods and the 4 Brookfield Route for midday period and Saturday trips.

Because the 7 New Milford Route has a 2.5 hour round-trip time as opposed to the one hour time of all other routes during the peak periods, a greater number of operators, and therefore operator runs, are required for peak-period service to both the 7 Route and the 6 Route at the scheduled frequencies than are required to serve the other route combinations.

Eighteen individual operator runs combined into eleven run assignments to provide service to the 6 Route and its interlining routes. On weekdays, the 6, 7, and 4 Routes together require eight runs to cover the trips departing the Pulse Point on the hour and six runs to cover peak period trips pulsing on the half-hour. On Saturday, the three routes require four runs which cover all trips. Runs departing hourly pulses are cut to create four straight runs operating Monday through Friday and four shorter runs, each paired with a Saturday run for a six-day work assignment. The six runs covering the trips which pulse on the half-hour are paired to create three split-run assignments operating on weekdays.

If it operated without interlining, the 6 Route would require five operating runs combined into three run assignments: one

weekday-straight-run, one weekday/Saturday run combination, and one weekday split run combination.

Report time, travel time, and run-cutting procedures for the runs covering the 6, 7, and 4 Routes is the same as those provided in on page 8 of the Route 1 installment of the 1994 COA. The only exception is that runs covering 7 New Milford Route trips during the midday period use HART's operations facility at 62 Federal Road rather than the Pulse Point as the relief point.

Exhibit 4 lists the runs currently assigned to Routes 6, 7, and 4 and provides a breakdown of vehicle requirements by service period for interlining combinations.

#### Exhibit 4

6 Lake Avenue/Danbury Fair Mall -  
7 New Milford - 4 Brookfield Route Run Assignments

Run	Days	Daily		Platform Hours	Daily Pay Hours	Wkly Run Hours	Wkly Pay Hours	Relief Point
		Report Time	End Time					
601	M-F	5:35	1:10	7:20	7:35	37:55	37:55	Pulse
602	M-F	5:40	1:10	7:15	7:30	37:30	37:30	Garage
702	M-F	5:52	1:49	7:42	7:57	39:45	39:45	Garage
703	M-F	5:35	1:10	7:20	7:35	37:55	37:55	Pulse
601p	M-F	12:40	5:40	5:00	5:00	25:00	34:08	Pulse
612	S	8:35	5:43	8:53	9:08	9:08		---
602p	M-F	1:06	6:30	5:24	5:24	27:00	37:02	Garage
611	S	7:35	5:37	9:47	10:02	10:02		---
702p	M-F	1:45	6:00	4:15	4:15	21:15	31:05	Garage
711	S	7:35	5:25	9:35	9:50	9:50		---
703p	M-F	12:40	6:05	5:25	5:25	27:05	37:25	Pulse
712	S	7:45	6:05	10:05	10:20	10:20		---
701	M-F	5:40	9:17	3:22	3:37	18:05	33:30	---
604	M-F	3:05	6:10	2:50	3:05	15:25		---
704	M-F	6:52	9:03	1:56	2:11	10:55	30:55	---
706	M-F	3:00	7:00	3:45	4:00	20:00		---
705	M-F	6:46	9:05	2:04	2:19	11:35	32:40	---
603	M-F	2:30	6:43	3:58	4:13	21:05		---

## Mileage

Scheduled distance is 13.2 miles (6.5 miles outbound and 6.7 miles inbound) for all round trips not serving the Barden Corporation. The three trips providing service to Barden travel an additional 0.6 miles. Three buses each weekday deadhead back to the garage after reaching the Danbury Square Mall and therefore do not travel the final 1.4 miles of the route to the Jensen Trailer Park. The one evening express from the Danbury Square Mall to Main and West Streets is 3.2 miles.

This amounts to 244.9 scheduled revenue service miles per weekday and 127.1 scheduled revenue service miles on Saturday. The weekday speed is 13.5 m.p.h. and the Saturday speed is 13.3 m.p.h.

## Fare Structure

Please refer to pages 8 and 9 of the first installment of the 1994 COA for information on HART's fixed route fare structure.

## Vehicles

The first installment of the 1994 COA provides information on HART's fixed route vehicle fleet on page 9. Current runcutting requires seven buses for the operation of the 4, 6, and 7 Routes during the peak periods and four buses during the midday period and on Saturday. If it did not interline with any other route, the 6 Route would require two buses for operation at the current schedule.

## Ridership History

The beginning of service to the then-newly-opened Danbury Fair Mall in January of 1987 significantly changed the routing and patronage of the 6 Route. Prior to 1987, the route followed its current path to Lake Avenue but then served Lake Avenue Extension and a small portion of Mill Plain Road before turning around at Jensen Trailer Park. Segar Street, Backus Avenue, and most of Kenosia Avenue received no service prior to the opening of the two malls. The old routing served about 300 passengers per day. In the earlier years of HART, such a daily total made the 6 Route the most productive in the HART system.

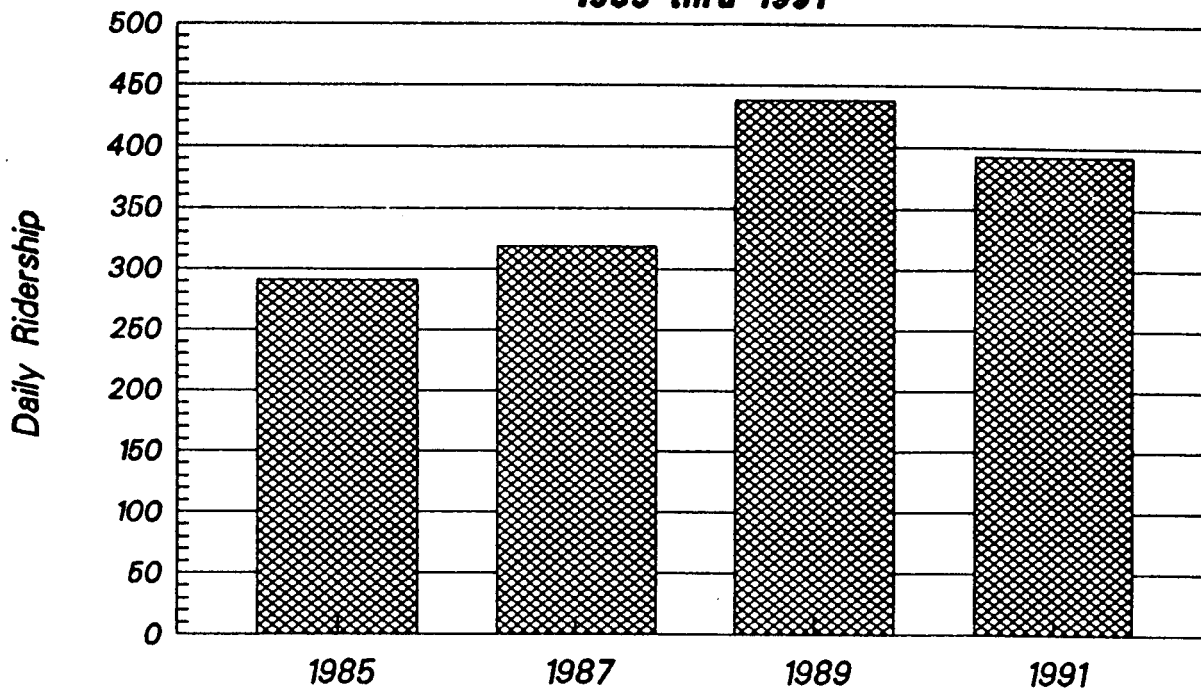
Service to the Danbury Fair Mall initially increased ridership only slightly (about 10%) for the 6 Route. However, the mall eventually became the primary attraction of the region, and passengers, who at the time were providing HART with the highest patronage in its history, began using service to the mall in much greater numbers. In addition, the 6 Route benefited from the 8 Ridgefield Route, which, beginning in October of 1988, offered service at one hour frequencies between Ridgefield and the Danbury Fair Mall and provided its passengers the ability to transfer to the 6 Route for access to all other HART routes. By the time of the 1989 COA survey, these factors combined to increase daily ridership on the 6 Route to 438 passenger trips, the highest daily ridership HART had ever experienced on a single route.

The 1990 HART system service upgrade, which expanded the fixed route service area and provided more frequent peak period trips systemwide, worsened service frequencies for the highly-demanded midday trips to the Danbury Fair Mall. In decreasing peak period headways from 45 to 30 minutes and increasing midday headways from 45 to 60 minutes, the upgrade created a schedule in which the mall received more frequent service prior to its 10:00 a.m. daily opening than during the midday period when demand to the mall is at its peak. This combined with the recession, experienced at its worst from the Spring of 1990 to the Fall of 1991,

set the stage for a ridership loss for the route. The October, 1991, COA data collection observed an average of 393 trips per weekday, a 10 percent reduction from 1989. Exhibit 5 shows the trend in the route's ridership history.

Exhibit 5

**ROUTE 6 LAKE AVENUE/DANBURY FAIR MALL  
Ridership History  
1985 thru 1991**



## PART 2 - ROUTE ANALYSIS

### Measures and Standards

Like the previous two chapters for route evaluations, the analysis of the Lake Avenue/Danbury Fair Mall route will use the following measures: total ridership, passengers per platform hour, loading, and passenger activity per segment-hour.

Refer to pages 12 and 13 of the first installment for a detailed description of each measure and the rationale for its use.

### Data Analysis

The data for this section was collected on various days throughout a nine month period of 1994. An on-board checker recorded all boarding and alighting locations, passenger counts and fares paid for all scheduled trips. Boarding and alighting counts for all locations are included in a table in the Appendix. Current analysis will include comparisons of current route data with that of the 1991 operation analysis to determine operating changes which have occurred over the three year period. The data will be further evaluated relative to current data for other routes and system averages in a system summary which will be published upon the completion of all individual route analyses.

The 1991 data collection consisted of 100% trip sample performed on-board over three weekdays and two Saturdays in October, 1991. This data will be presented both in a daily average and Hi-Lo range.

A comparison of Route 6 sampled data from 1991 and 1994 must take into consideration the ridership generated from service to Ridgefield. At the time of the 1991 sample, Ridgefield was receiving its greatest frequency of fixed route service. A service change in August of 1991 combined the 6 Route and the Ridgefield route into the 6 Mall/Ridgefield Route, which followed the current route to the Danbury Square Mall but then continued to Ridgefield. For a six-month period, Ridgefield received the same level of service as the rest of the fixed route system, and ridership for the Ridgefield portion of the route grew to about 100 passenger trips per day.

Passengers who traveled between Ridgefield and either the Danbury Fair Mall or the Danbury Square Mall would not have used the traditional Lake Avenue/Danbury Fair Mall routing currently scheduled. Therefore, these passengers have been extracted from the 1991 data to provide a more accurate measure of performance of the current route. However, the 1991 data does include those passengers traveling between Ridgefield and all other segments of the current 6 Route, since the loss of these passengers affected on/off activity and loading both at the Pulse Point and within current route segments.

Appendix 1 includes a brief performance analysis of the current Ridgefield Shuttle to measure the number of passengers retained following the three Ridgefield service reductions since the 1991 survey.

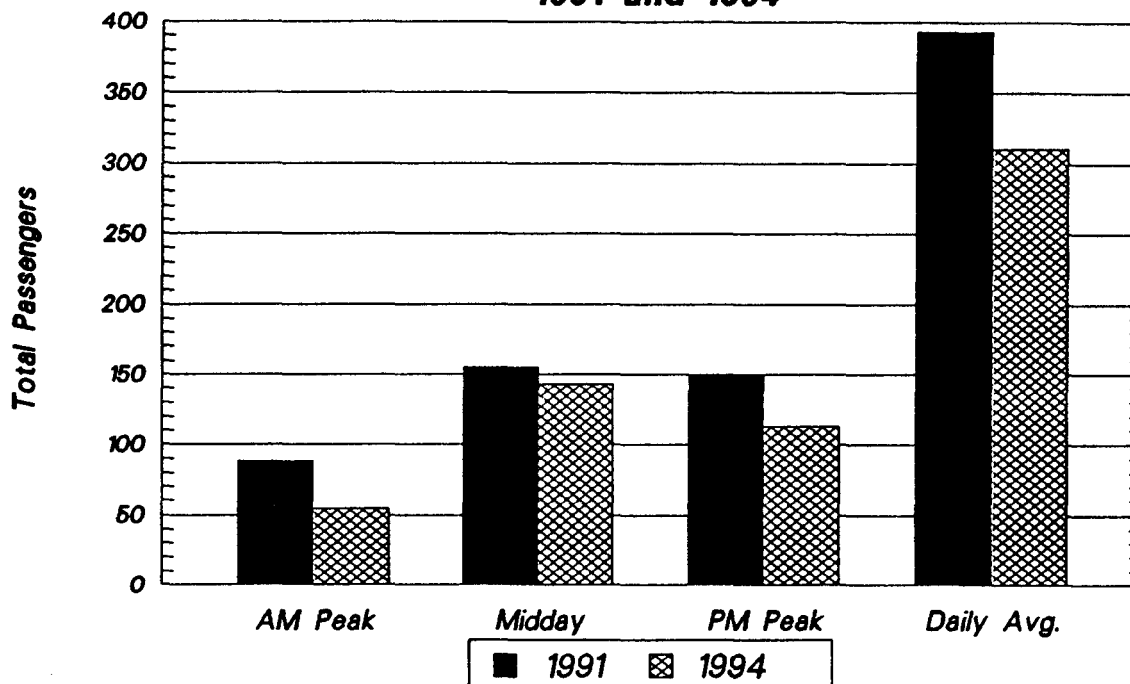
**Weekday Route and Segment Ridership.** Weekday ridership, defined as the number of boardings, on the Lake Avenue/Danbury Fair Mall Route is 303 passengers. AM Peak, midday, and PM Peak ridership totaled 54, 143, and 113 passengers respectively.

Compared to 1991 data, weekday ridership has fallen sharply (23 percent), with virtually the entire loss concentrated in the peak periods. The 1991 sample, including Ridgefield ride-thru passengers, recorded an average of 393 passengers per day with a high of 419 and a low of 363.

Ridership within the Midday period for 1994 fell within the 1991 Hi-Lo range of 140 to 172. The 1994 A.M. peak total fell significantly below the 1991 range of 76 to 96, and the P.M. peak total fell slightly below the low end of the 1991 Hi-Lo range of 127 to 196. The losses measured against the 1991 ridership averages are 39, 8, and 25 percent for the A.M. Peak, Midday, and P.M. Peak periods, respectively. These losses are illustrated in Exhibit 6. Exhibit 7 shows 1994 ridership relative to the route's nine-year trend.

Exhibit 6

**ROUTE 6 - LAKE AVENUE/DANBURY FAIR MALL  
Weekday Ridership Comparisons  
1991 and 1994**



**ROUTE 6 LAKE AVENUE/DANBURY FAIR MALL**  
**Ridership History**  
**1985 thru 1994**

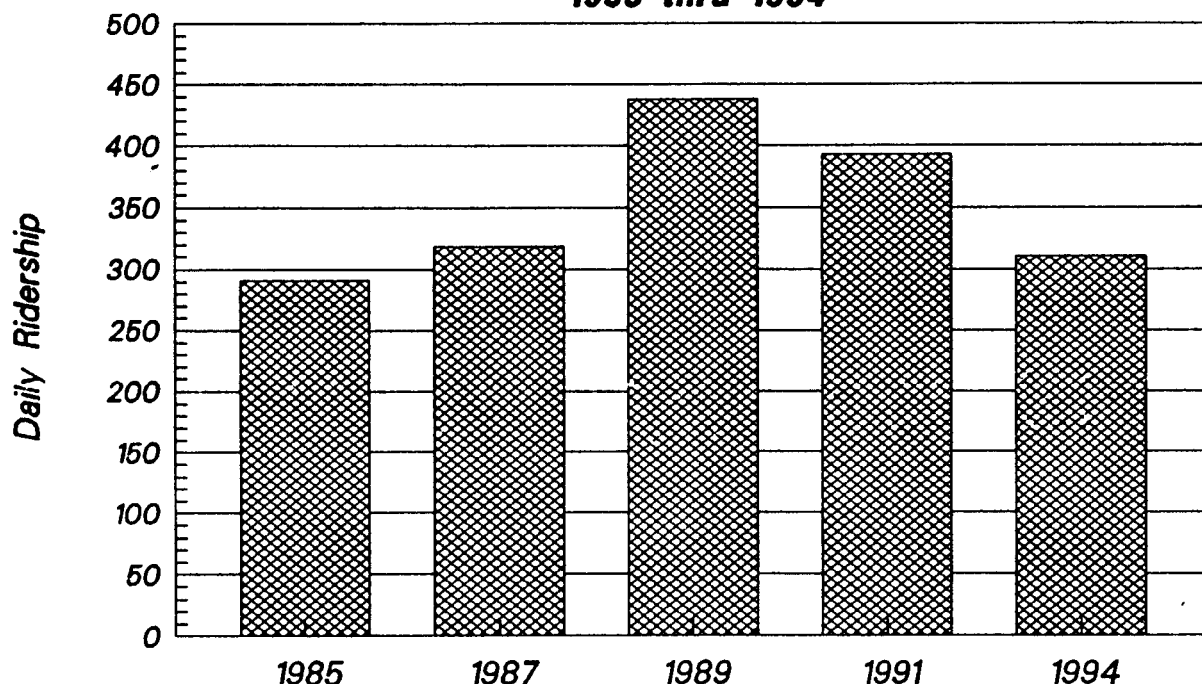


Exhibit 8 indicates where the losses are most heavily concentrated. The majority of the average of 80 lost daily passenger trips resulted from the Ridgefield service reductions. Each day, 25 passengers boarded Route 6 trips from the Pulse Point, West Street, Park Avenue, West Wooster Street, Division Street, or Lake Avenue for outbound service to Ridgefield. Likewise, 22 passengers remained on board inbound trips from Ridgefield after the stops at the two malls to access points along these streets. Therefore, the 6 Route lost 47 daily trips by the overall reduction of Ridgefield service. Some of this ridership has transferred to the Ridgefield Shuttle, which is now separated from the 6 Route and provides direct service to the Pulse Point without need for a transfer (See Appendix 1 for retained Ridgefield passenger trips).

The most significant ridership losses not affected by the Ridgefield reductions are the following:

- 1) The Danbury Fair Mall is the destination of 11 fewer passengers during the A.M. Peak. Likewise, the Pulse Point is the destination of 8 fewer passengers. These losses correspond to 15 fewer A.M. Peak period boardings within the Park Avenue/Wooster loop and the Lake Avenue segment.

- 2) Significantly fewer passengers are boarding at the Pulse Point during the P.M. Peak period. The comparison between the 1991 and 1994 totals yields a large difference, 72 in 1991 to 37 in 1994. This coupled with a proportional reduction in alightings at the Danbury Fair Mall (from 47 to 26) suggests demand for P.M. peak service to the mall is greatly reduced.

Of the remaining difference, four passengers were affected by the Ridgefield reductions, and seven fewer passengers are alighting within the Park Avenue/West Wooster loop during this period. The latter data, accompanied with a similar reduction of boardings during the A.M. peak (described above), indicates that seven daily passengers within the Park Avenue/West Wooster Street loop have stopped using the service for commuting purposes. After these factors are considered, P.M. peak travel from the Pulse Point to the Danbury Fair Mall has fallen by 24 passengers since 1991.

#### Exhibit 8

##### HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Recorded Boarding and Alighting Activity per Route Segment, Route 6 Lake Avenue/Danbury Fair Mall 1994 Weekday Trip Sampling

Route Segment	AM Peak		Midday		PM Peak		Total	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Pulse Point*	20	25	68	40	37	39	125	104
West Street/Downtown Danbury	7	5	9	16	2	19	18	40
Park Avenue/West Wooster Loop	22	3	24	22	9	18	55	43
Lake Avenue/Segar Street	3	1	5	4	1	8	9	13
Danbury Fair Mall/Square Mall	0	19	36	60	64	26	100	105
Kenosia Avenue	2	1	1	1	0	3	3	5
Totals	54	54	143	143	113	113	310	310

\* Includes ride-thru transfers

##### HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Recorded Boarding and Alighting Activity per Route Segment Route 6 Lake Avenue/Danbury Fair Mall 1991 Weekday Trip Sampling\*\*

Route Segment	AM Peak		Midday		PM Peak		Total	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Pulse Point*	37	33	79	46	72	45	188	124
West Street/Downtown Danbury	7	4	15	14	6	22	28	41
Park Avenue/West Wooster Loop	30	3	22	20	9	25	60	48
Lake Avenue/Segar Street	10	1	6	8	2	7	18	16
Danbury Fair Mall/Square Mall	1	30	28	62	49	48	77	140
Route 6 Totals	85	71	149	150	137	146	371	367
Ride-thru Ridgefield Passengers	3	16	6	5	13	4	22	25

\* Includes ride-thru transfers

\*\* Average of three sampled weekdays



Remaining changes appear to be an increase in boardings at the Danbury Fair Mall during both the midday and P.M. peak period. The 1991 sample showed a large difference between ons and offs (73 to 130 with Danbury Square Mall data factored out) at the mall. The gap disappeared in 1994, with an even breakdown of 97 ons to 91 offs. This suggests the service is being used more by shoppers who rely on the service for travel both to and from the mall than by mall employees who often used transit for travel to work but found other means for their return trip. The lower number of offs during the A.M. peak, a period when employees rather than shoppers are likely to be traveling, supports this theory.

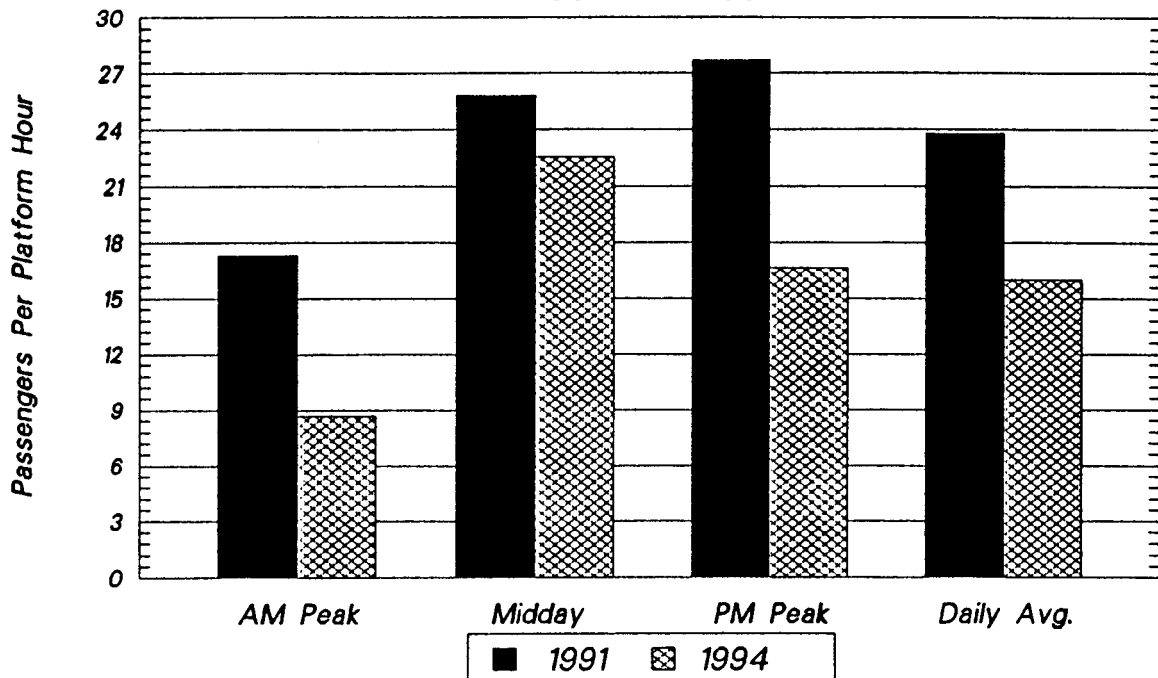
Boardings within the Lake Avenue/Segar Street segment dropped from 18 to 9 since 1991. This reduction is particularly noteworthy since the Lake Avenue portion of the segment is a densely-populated state highway and serves as one of Danbury's major arterials.

The Kenosia Avenue segment, added in August of 1993, has generated eight daily passenger trips. Ridership at the Danbury Square Mall is slightly higher (14 passenger trips per day in 1991 to 17 in 1994) with the difference attributed to trips generated from direct service between the Danbury Square Mall and Jensen Trailer Park.

**Weekday Passengers Per Hour.** The rate of weekday passengers per hour is 15.99. The midday period is the most productive period, generating 22.58 passenger trips per platform hour. The P.M. peak period generates 16.62 passengers per hour, and the A.M. peak period yields 8.64 passengers per hour. Exhibit 9 illustrates productivity by period.

As stated previously, the 1991 6 Route's efficiency was improved by HART's ability to use the direct link to the Ridgefield service to consume slack time, usually as much as 10 minutes per trip in addition to layover time. This slack time had to be reintroduced to the route once the direct link was broken due to a series of budget-driven service reductions to Ridgefield. The 1991 passengers-per-hour statistics of 17.31 for the A.M. peak, 25.83 for the midday, 27.69 for the P.M. peak, and 23.82 for the entire service day were further bolstered, as proved in the previous section, by additional passengers who used the 6 Route to access Downtown Danbury and the rest of the HART system from Ridgefield. Therefore, the difference in passengers per hour between 1991 and 1994 does not reflect and in fact greatly inflates the perceived loss of productivity within the route segments served in 1994.

**ROUTE 6 - LAKE AVENUE/DANBURY FAIR MALL**  
**Weekday Passengers Per Hour Comparisons**  
**1991 and 1994**



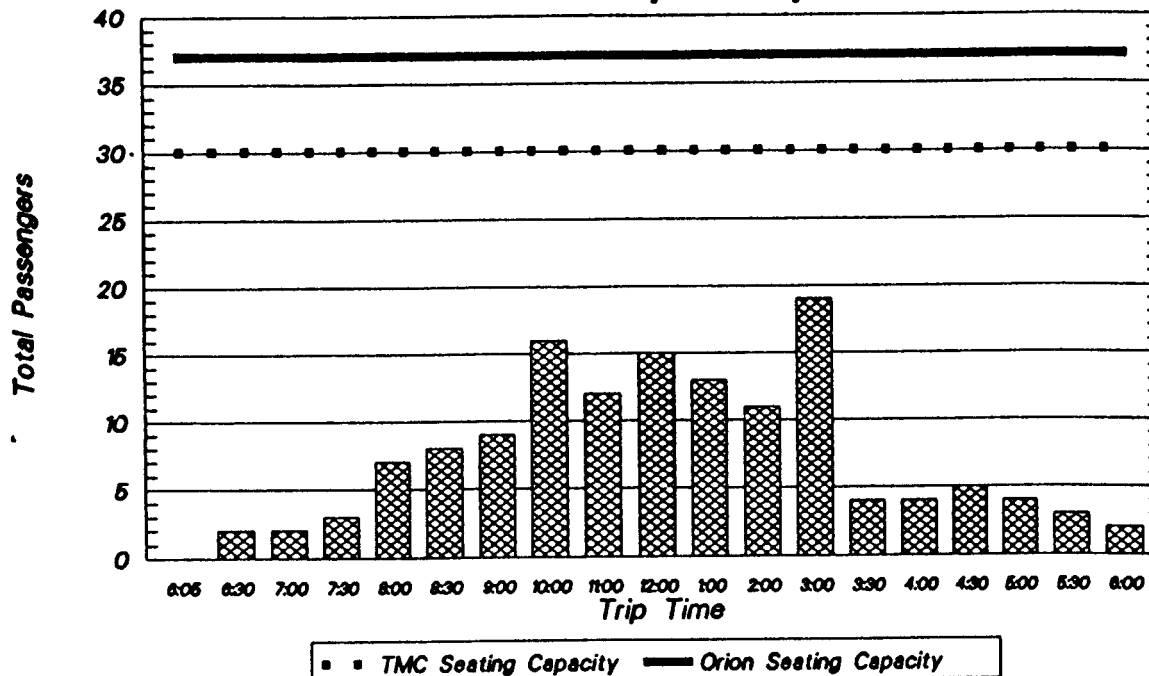
**Weekday Loading.** The maximum weekday outbound load was 19 passengers, and the maximum inbound load was 13 passengers. No sampled trip required standees. Exhibit 10 illustrates the highest-recorded load per trip.

Every outbound trip departing the Pulse Point from 10:00 a.m. through 3:00 p.m. carried a maximum load of at least 10 passengers. Five inbound trips departing the mall carried maximum loads of at least 10 passengers; all were in the afternoon, the first at 12:24 and the last at 4:24 p.m.

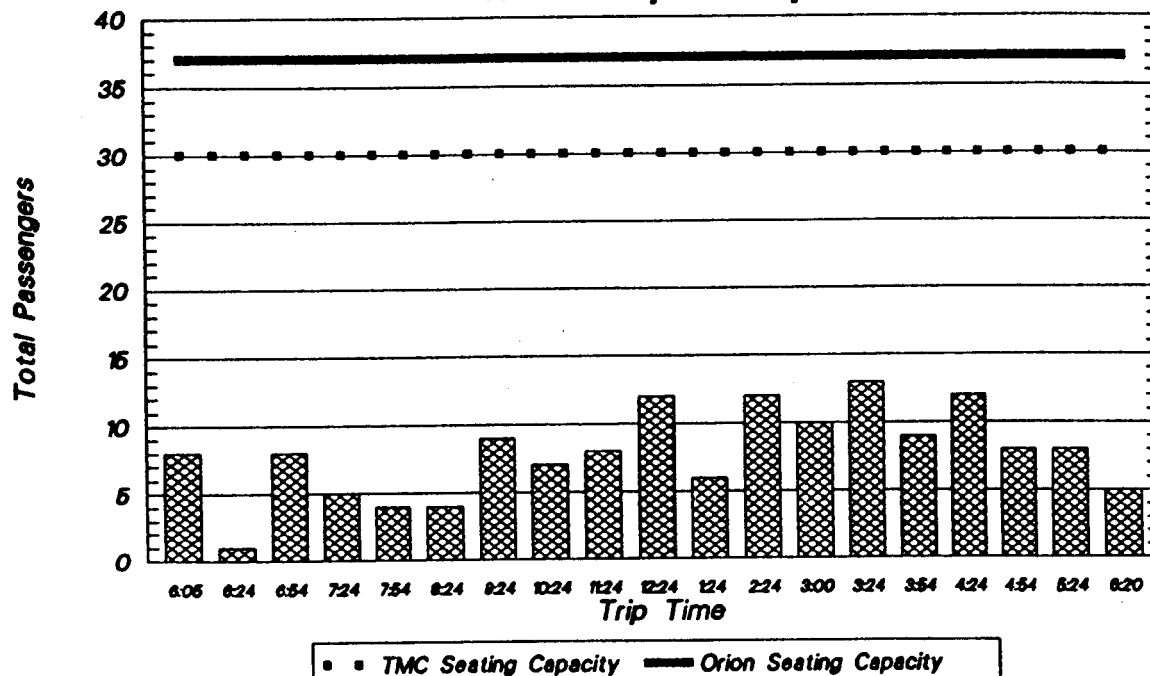
Loads are extremely light during the A.M. peak period. The greatest load any morning peak period trip carried was eight passengers. No outbound trip experienced a load greater than three passengers until 8:00 a.m. All but two inbound trips during this period had maximum loads of five passengers or less.

Following the 3:00 p.m. pulse, which generated the route's greatest passenger load of the day, all P.M. peak period outbound trips experienced a maximum load of five or fewer passengers. Conversely, all but the last inbound trip (a 6:20 p.m. express trip to West and Main Streets) during this period had a maximum load of at least eight or more passengers.

**ROUTE 6 - LAKE AVENUE/DANBURY FAIR MALL**  
**Maximum Load per Outbound Trip**  
**1994 Sampled Trips**



**ROUTE 6 - LAKE AVENUE/DANBURY FAIR MALL**  
**Maximum Load per Inbound Trip**  
**1994 Sampled Trips**



**Weekday Passenger Activity per Segment Hour.** Exhibit 11 illustrates the productivity of service to each segment by measuring the number of boardings and alightings within each segment per hour of scheduled running service to that segment. The most productive segment is the Danbury Fair Mall/Danbury Square Mall segment with an hourly rate of 81.46 boardings and alightings followed by the Park Avenue/West Wooster Street loop with 23.06 and West Street/Downtown Danbury segment with 21.22.

Both the Lake Avenue/Segar Street segment and the Kenosia Avenue segment are particularly unproductive, with both having a rate of fewer than 10 boardings and alightings per service hour. This is not particularly surprising for Kenosia Avenue, which is not easily accessible to the areas's large employers and condominium complexes, all of which were built up to one-third of a mile from the road. Still, more passengers are served from this segment than were served from Sugar Hollow and Miry Brook Roads, the only other routing option beyond the Danbury Square Mall, when these streets were served from April, 1992, through July, 1993.

Exhibit 11

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
 Passenger Activity Per Segment Hour  
 Route 6 Lake Avenue/Danbury Fair Mall  
 1994 Weekday Trip Sampling

Route Segment	Running Hours Served per Weekday	Total Boardings & Alightings	Hourly Activity (Bdg-Altg/Hr)
West Street/Downtown Danbury	2.73	58	21.22
Park Avenue/West Wooster Loop	4.25	98	23.06
Lake Avenue/Segar Street	2.98	22	7.37
Danbury Fair Mall/Square Mall	2.52	205	81.46
Kenosia Avenue	2.13	8	3.75
Totals	14.62	391	26.75

**Saturday Route and Segment Ridership.** Saturday ridership totaled 302, equivalent to the 1991 average of 303 and within the 1991 range of 278 to 325. As Exhibit 12 illustrates, the ridership breakdown by segment in 1994 is very similar to that of 1991. Increased passenger activity at the Danbury Fair Mall more than offset the loss of about a dozen passengers from the Ridgefield service reductions. Some reduced activity within the Park Avenue/West Wooster Street loop and the Lake Avenue segments is evident. Of interest is the fact that 6 Route ridership on Saturday is now less than three percent lower than its average weekday ridership.

Exhibit 12

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
Recorded Boarding and Alighting Activity per Route Segment  
Route 6 Lake Avenue/Danbury Fair Mall  
Saturday Trip Sampling

Route Segment	1991**		1994	
	Ons	Offs	Ons	Offs
Pulse Point*	142	86	142	90
West Street/Downtown Danbury	16	35	19	36
Park Avenue/West Wooster Loop	28	41	31	28
Lake Avenue/Segar Street	13	11	8	10
Danbury Fair Mall/Square Mall	93	118	101	136
Kenosia Avenue	---	---	1	2
Totals	291	290	302	302
Ride-Thru Ridgefield Passengers	12	13	---	---

\* Includes ride-thru transfers

\*\* Average of two sampled Saturdays

**Saturday Passengers Per Hour.** The rate of passengers per platform hour on Saturday is 30.56.

**Saturday Loading.** Among outbound trips, the highest recorded load was 24 passengers for the 2:00 p.m. trip departing the Pulse Point. The inbound trip departing the Danbury Fair Mall at 2:38 had a maximum load of 25 passengers. All outbound trips departing the Pulse Point from 9:00 a.m. to 4:00 p.m. carried loads of at least 10 passengers. All inbound trips beginning with and following the 11:38 a.m. departure from the mall had a maximum load of at least 10 passengers. Four outbound trips and two inbound trips had maximum loads of at least 20. No sampled trips recorded standees. However, loads in excess of seating capacity can occur occasionally and with greater frequency during the peak of the holiday shopping season.

**Saturday Passenger Activity per Segment Hour.** Exhibit 13 shows that the 6 Route is considerably more productive on Saturday than on weekdays. The Danbury Fair Mall and Danbury Square Mall generated 177 combined boardings and alightings per hour of service time dedicated to that segment. This figure is more than twice as great as the weekday rate for the mall segment.

With the exception of Kenosia Avenue, all other segments of the 6 Route experience greater productivity on Saturday than on weekdays. Both the West Street/Downtown Danbury segment and the Park Avenue/West Wooster Street loop generated more than 25 passengers per Saturday segment hour.

Exhibit 13

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
 Passenger Activity Per Segment Hour  
 Route 6 Lake Avenue/Danbury Fair Mall  
 1994 Saturday Trip Sampling

Route Segment	Running Hours Served per Saturday	Total Boardings & Alightings	Hourly Activity (Bdg-Altg/Hr)
West Street/Downtown Danbury	1.42	55	38.82
Park Avenue/West Wooster Loop	2.22	59	26.62
Lake Avenue/Segar Street	1.58	18	11.37
Danbury Fair Mall/Square Mall	1.33	237	177.75
Kenosia Avenue	1.20	3	2.50
Totals	7.75	372	48.00

## Alternatives Analysis and Recommendations

The 6 Route service is attracting about as many passengers each weekday as it had in 1987, the year the route began service to the Danbury Fair Mall. Since its 1989 ridership peak, when it benefited from Ridgefield passenger transfers and 45 minute midday headways, the 6 Route has lost 28 percent of its ridership. Although even with the 1987 weekday ridership average, 1994 ridership is generated using 59 percent more platform hours than the route had consumed prior to the 1990 system service upgrade. Therefore, the route is now operating at its lowest weekday productivity in its history. On Saturday, however, the route is highly productive, as it generates a number of passengers equivalent to the weekday schedule's ridership but uses half as many service hours. Productivity will improve with either an increase in ridership or a decrease in platform hours.

### Ridership Generation Options

In examining possibilities to raise ridership, few options exist. Sugar Hollow Road had been used in the past without success and bridge weight limits prevent service to the Post Office on Backus Avenue. The Danbury Hospital is constructing a facility adjacent to the airport which could be a future ridership generator and, if so, would justify a return of service to Sugar Hollow Road.

The only other option for ridership generation is to use a portion of the route's eight minute layover and the time used to unproductively serve many Kenosia Avenue trips to provide direct service during the peak periods to several large employers in the area. Hughes Optical, First Brands, and the Barden Corporation are large facilities employing hundreds of people. However, transit demand among their predominately white-collar work forces has been low. The 6 Route trips currently providing limited service to the Barden Corporation have not yet generated steady ridership from that facility. Therefore, such a schedule change at this time would not guarantee improved ridership.

### Platform Time Reduction Options

With pulses defined and headways invariable, platform time can only be reduced through (1) the elimination of a bus or (2) eliminating the first or last trips of a run or shortening the last trip of a run.

#### *Option 1 - Eliminating a Bus*

The only means by which a bus, and therefore a run assignment, can be eliminated and service be maintained to every pulse is a reduction of the round trip time during the peak periods from 60 to 30 minutes. Such a radical cut to peak period operations would require the elimination of service to all unproductive route segments during these times to the extent that time savings for each round trip would total 30 minutes.

Deep cuts are possible. The route currently has eight-minute layovers and consumes eight more minutes per round trip to serve a very limited number of passengers on Kenosia Avenue. As stated, ridership generated from Lake Avenue is low. Further, the peak period ridership generated within the Park Avenue/West Wooster Street loop is concentrated on Park Avenue. Trips bypassing Lake Avenue and West Wooster Street on the outbound may be able to directly serve the two malls via West Street and Park Avenue and follow the regular inbound routing from Segar Street back to the Pulse Point for a 25 minute round trip.

Such a schedule, however, is only possible during the A.M. peak period, when traffic congestion is lower and the number of passenger stops is reduced due to the period's lower ridership. By the time the P.M. peak period begins at 3:00 p.m., buses are making passenger stops at twice the frequency than during the morning peak, and greatly-increased traffic congestion slows the route further. Considering the travel time for inbound trips is 17 minutes, outbound service during the P.M. peak could not be scheduled within eight minutes.

The change would be particularly well-suited for the A.M. peak period. Only one boarding and two alightings (all on West Wooster and Spruce Streets) were recorded at bus stops between the Pulse Point and the Danbury Fair Mall during all A.M. peak outbound trips. The three West Wooster and Spruce Street passengers would be able to use inbound routing to complete their trips, albeit with the inconvenience of added travel time. Since no passengers boarded or alighted along Lake Avenue, the only passengers who would certainly be lost are three passengers using Kenosia Avenue bus stops.

Since return trips during other periods and transfers to and from other routes would likewise be affected, systemwide ridership losses from such a change will be greater than the number of directly-affected passenger trips for the route within the studied period. In a worst-case scenario, if all six passengers inconvenienced by an A.M. peak service change stopped using the service, HART would lose 22 passenger trips systemwide. This translates to a loss of 5,632 annual passenger trips and about \$3,400 in annual farebox revenue. However, based on the examination of the added length of travel time or walking distance for each affected passenger, the estimated ridership loss would most likely be 50 to 60 percent of the stated figures.

These losses would be countered by a reduction of 3.25 daily platform hours and 3.5 pay hours, an annual savings of about \$15,000 in operator's wages and benefits and nearly \$2,000 in fuel. Productivity would significantly improve by an 18 per cent reduction in the route's weekday platform hours at the expense of a reduction in 6 Route ridership of 2 to a maximum 4 percent.

Several negatives, though, are evident. The condensed A.M. peak routing would leave a P.M. split run unmatched and create a part-time run of less than 20 weekly hours. Although the current



early-morning schedule includes additional slack time, the alternate routing, which requires a tighter schedule, cannot be assumed to be workable and would have to be thoroughly tested to ensure that all trips can be safely operated within the allotted time. In any case, direct A.M. peak period service to the Barden Corporation would be impossible within the 25 minute round trip time. Further, the unusual early-morning routing would complicate use of the service and require additional passenger education, though the limited number of affected passengers minimizes this concern.

Because of the potential cost savings and the opportunity to shorten the travel time of nearly-empty buses, the option merits further study. Recommendations will be provided in the final chapter of the 1994 COA.

#### *Option 2 - Cutting Unproductive Trips*

The second option for improving route productivity is eliminating unproductive trips or minimizing their travel time. Since cutting trips in the middle of a run creates an uneven distribution of buses among runs, the complete elimination of trips is only possible for those beginning or ending a run assignment. In evaluating trip ridership and loading, only the 6:05 a.m. pulse, which carried no passengers when sampled, is an obvious candidate for elimination. Its accompanying inbound trip, scheduled to depart the Jensen Trailer Park at 6:24 a.m., carried one passenger. However, the inbound trips immediately before and after the 6:24 a.m. trip each carried eight passengers. Additional periodic surveys of this trip up to the completion of the 1994 COA will indicate if this trip occasionally generates ridership equivalent to that of the other inbound trips during the period. If both trips can be eliminated, one hour can be eliminated from the 6 Route's schedule for a five percent improvement in route productivity. Annual savings would be over \$5,000 with a likely \$150 loss in farebox revenue. If only the outbound trip is eliminated, annual savings would be about \$2,200 with a negligible loss in farebox revenue.

Because the departure of outbound trips must be timed with the schedule of pulses, opportunities for travel time reductions are limited to the 8:30 a.m. and 5:30 and 6:00 p.m. outbound trips and the 6:05 a.m. and 3:00 p.m. inbound trips. Such a reduction would involve express routing similar to that suggested in Option 1 of the previous section and currently in use for the 6:20 p.m. inbound express trip from the Danbury Square Mall to Downtown Danbury.

Both the 6:05 a.m. and the 3:00 p.m. inbound trips usually carry three or more daily passengers who would be inconvenienced by express routing. Therefore, reductions are not recommended for these trips. Express routing on the 8:30 a.m. outbound trip would likely inconvenience two daily passengers. The ten-minute daily time savings by expressing this trip would save,

conservatively estimated, about \$1,000 per year but could potentially cost about \$600 in annual farebox revenue. Since the differential in potential savings and cost is not significant, expressing this trip is not recommended.

Sampling of neither the 5:30 nor 6:00 p.m. outbound trips recorded any passengers who would be inconvenienced by express routing, as long as that routing continued to serve Park Avenue. Drivers indicate that the 5:30 p.m. outbound trip, sampled with only three passengers, can, on occasion, carry as much as a full bus load. These infrequent ridership increases, however, are among passengers requiring service from the Pulse Point to Danbury Fair Mall. Therefore, express routing would not affect these passengers. The 5:30 p.m. express routing, which would save \$1,000 annually with a negligible loss in farebox revenue, is recommended.

The 6:00 p.m. outbound trip always carries a light load with Park Avenue and the Danbury Fair Mall as the only regular destinations for its passengers. Express routing is recommended for this trip, likewise with an annual savings of about \$1,000 and negligible losses in farebox revenue. The 6:20 p.m. express trip to Downtown Danbury would have to be rescheduled for a 6:10 p.m. departure to realize the savings of an outbound express route at 6:00 p.m.

# APPENDIX 1

## Ridgefield Shuttle Statistics

Fixed route service to Ridgefield has operated as a shuttle service throughout 1994. From January through June, the shuttle provided four daily round trips between the Danbury Fair Mall and Main and Governor Streets in Ridgefield. Two round trips were scheduled for each peak period. Beginning July of 1994, the shuttle experienced a budget cut which reduced the service to one outbound trip from the Pulse Point to Ridgefield at 6:30 a.m. and one inbound trip from Ridgefield to the Pulse Point at 4:55 p.m. All 6 Route trips which prior to July of 1994 allowed transfers to the Ridgefield Shuttle were sampled after the service reduction. Therefore, no Ridgefield passengers are reflected in 1994 6 Route sampled data.

As of October, 1994, the Ridgefield Shuttle was carrying an average of slightly over 14 passenger trips per day, with the typical morning load ranging from five to ten passengers and the afternoon load ranging from five to eight passengers. Therefore, of the 16 daily passengers which, in 1991, used the 6 Route for service to Ridgefield, about eight continue to use the Ridgefield shuttle. Three to five of these passengers use the morning trip to commute to work at Ullman Devices on Route 7, and the remainder ride to various points in Downtown Ridgefield. On the afternoon trip, all but one passenger uses the service for travel from Ullman Devices to the Pulse Point. Overall, 70 percent of the 47 daily passenger-trips which used the 6 Route for service between Danbury and Ridgefield have been lost as a result of the service cuts to Ridgefield. Operating statistics for the Ridgefield Shuttle during calendar year 1994 are included below.

### HOUSATONIC AREA REGIONAL TRANSIT Ridgefield Shuttle Ridership January, 1994 thru October, 1994

Month	Total Passengers	Total Hours	Total Miles	Average Passengers Per Day	Percent Increase	Average Passengers Per Hour	Average Passengers Per Mile
Jan. 94	455	74	1,974	21.67	---	6.19	.23
Feb.	474	74	1,880	23.70	9.38	6.41	.25
Mar.	426	82	1,952	18.52	-21.85	5.20	.22
Apr.	491	74	1,688	23.38	26.24	6.68	.29
May	622	74	1,785	29.62	26.68	8.46	.35
Jun.	590	77	1,855	26.82	-9.46	7.66	.32
Jul.*	362	33	693	18.10	-32.51	10.97	.52
Aug.	375	29	690	16.30	-9.92	13.04	.54
Sep.	302	26	635	14.38	-11.80	11.50	.48
Oct.	300	26	630	14.29	-.66	11.43	.48

\* Service reduction to one daily outbound and inbound trip took effect July, 1994.

## **APPENDIX 2**

### **Ridership Sampling Summaries**

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
Comprehensive Operational Analysis Trip Summary  
Route 6 - Lake Avenue/Danbury Fair Mall  
Weekday Outbound Trips

Stop No.	Street Location	Location Description	A.M. Peak		Midday		P.M. Peak		Total	
			On	Off	On	Off	On	Off	On	Off
000	Kennedy Avenue	Pulse Point *	20	0	61	0	33	0	114	0
001	New Street	100 feet north of West Street	0	0	0	0	0	0	0	0
002	West Street	Front of Cor's Diner	0	0	2	0	1	1	3	1
003	Division Street	100 feet north of Park Avenue	0	0	0	2	0	3	0	5
004	Park Avenue	Front of 11 Park Avenue	0	0	0	1	1	1	1	2
005	Park Avenue	Front of Waterworks	0	0	1	1	0	0	1	1
006	Park Avenue	Front of Summit West Condos	0	0	2	2	1	2	3	4
007	Park Avenue	Front of Village Square	0	0	0	1	0	1	0	2
008	Fry's Corner	Fry's Corner	0	0	0	0	0	0	0	0
009	West Wooster Street	Front of Crosby Manor	0	0	1	4	0	1	1	5
010	West Wooster Street	40 feet west of Jefferson Ave.	0	2	1	2	0	1	1	5
011	West Wooster Street	Front of Wooster Manor	1	0	5	1	1	2	7	3
012	Pearl Street	100 feet east of Division St.	0	0	0	1	0	0	0	1
013	Division Street	At U-Haul	0	0	0	1	0	1	0	2
014	West Street	Front of 93 West Street	0	0	0	0	0	0	0	0
015	West Street	At Salame Plaza	1	0	1	0	1	0	3	0
016	Lake Avenue	Front of 11 Lake Avenue	0	0	0	0	0	0	0	0
017	Lake Avenue	Front of 33 Lake Avenue	0	0	0	2	0	1	0	3
018	Lake Avenue	At Texaco Station	0	0	1	2	0	2	1	4
019	Segar Street	At Chuck's Steakhouse	1	1	0	0	0	0	1	1
020	None	Danbury Fair Mall	0	13	0	55	5	22	5	90
021	None	Danbury Square Mall	0	6	1	5	2	3	3	14
022	Kenosia Avenue	500 feet north of Backus Ave.	0	0	0	0	0	0	0	0
023	Kenosia Avenue	5 feet north of Airport access	0	1	0	0	0	1	0	2
024	Kenosia Avenue	Opposite Kenosia Lake	0	0	0	0	0	1	0	1
025	Kenosia Avenue	Opposite Kenosia Park entrance	0	0	0	0	0	1	0	1
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	1	0	0	0	1
Totals			23	23	76	81	45	44	144	148

\* 11 additional passengers on board as ride-thru transfers from the 4 or 7 Routes.

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
Comprehensive Operational Analysis Trip Summary  
Route 6 - Lake Avenue/Danbury Fair Mall  
Weekday Inbound Trips

No.	Street Location	Location Description	A.M. Peak		Midday		P.M. Peak		Total	
			On	Off	On	Off	On	Off	On	Off
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	0	0	0
027	Kenosia Avenue	At Jensen Park entrance road	0	0	0	0	0	0	0	0
028	Kenosia Avenue	Kenosia Park entrance	0	0	1	0	0	0	1	0
029	Kenosia Avenue	At Kenosia Condos/Boat launch	0	0	0	0	0	0	0	0
030	Kenosia Avenue	500 feet north of Backus	2	0	0	0	0	0	2	0
020	None	Danbury Fair Mall	0	0	35	0	57	1	92	1
031	Segar Street	Opposite Chuck's Steakhouse	0	0	1	0	0	0	1	0
032	Lake Avenue	40 feet east of Hobson Street	1	0	2	0	0	3	3	3
033	Lake Avenue	50 feet west of South Well Ave.	1	0	0	0	0	0	1	0
034	Lake Avenue	30 feet east of Crofut Street	0	0	1	0	1	2	2	2
035	West Street	Opposite Salame Plaza	0	0	0	1	0	0	0	1
036	West Street	85 feet west of Division St.	1	0	0	2	0	1	1	3
003	Division Street	100 feet north of Park Avenue	2	0	0	0	0	0	2	0
004	Park Avenue	Front of 11 Park Avenue	0	0	0	0	0	0	0	0
005	Park Avenue	Front of Waterworks	0	0	0	0	0	2	0	2
006	Park Avenue	Front of Summit West Condos	2	0	2	0	5	1	9	1
007	Park Avenue	Front of Village Square	1	0	1	0	0	0	2	0
008	Fry's Corner	Fry's Corner	0	0	1	0	1	0	2	0
009	West Wooster Street	Front of Crosby Manor	6	2	2	4	0	0	8	6
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0	2	0	0	0	2	0
011	West Wooster Street	Front of Wooster Manor	4	0	5	2	0	2	9	4
012	Pearl Street	100 feet east of Division St.	2	1	0	0	0	1	2	2
013	Division Street	At U-Haul	4	0	1	0	0	0	5	0
037	West Street	Opposite Cor's Diner	3	0	0	1	0	1	3	2
038	Main Street	Front of CVS	2	5	6	12	1	15	9	32
000	Kennedy Avenue	Pulse Point *	0	21	0	33	0	28	0	82
Totals			156	141	60	55	65	57	156	141

\* 19 additional passengers remained on board as ride-thru transfers to the 4 or 7 Routes.

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
Comprehensive Operational Analysis Trip Summary  
Route 6 - Lake Avenue/Danbury Fair Mall  
A.M. Peak Period Outbound Trips

Stop No.	Street Location	Location Description	6:05			6:30			7:00			7:30			8:00			8:30			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	0	0	0	1	0	1	1	0	1	3	0	3	7	0	7	8	0	8	20	0
001	New Street	100 feet north of West Street	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
002	West Street	Front of Cor's Diner	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
003	Division Street	100 feet north of Park Avenue	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
004	Park Avenue	Front of 11 Park Avenue	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
005	Park Avenue	Front of Waterworks	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
006	Park Avenue	Front of Summit West Condos	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
007	Park Avenue	Front of Village Square	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
008	Fry's Corner	Fry's Corner	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
009	West Wooster Street	Front of Crosby Manor	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0	0	0	0	1	0	0	1	0	0	3	0	0	7	0	0	8	0	0
011	West Wooster Street	Front of Wooster Manor	0	0	0	0	0	1	0	0	1	0	0	3	0	1	6	0	1	7	0	2
	Spruce Street	80 feet east of E. Pearl Street	0	0	0	1	0	2	0	0	1	0	0	3	0	0	6	0	0	7	1	0
012	Pearl Street	100 feet east of Division St.	0	0	0	0	0	2	0	0	1	0	0	3	0	0	6	0	0	7	0	0
013	Division Street	At U-Haul	0	0	0	0	0	2	0	0	1	0	0	3	0	0	6	0	0	7	0	0
014	West Street	Front of 93 West Street	0	0	0	0	0	2	0	0	1	0	0	3	0	0	6	0	0	7	0	0
015	West Street	At Salame Plaza	0	0	0	0	0	2	1	0	2	0	0	3	0	0	6	0	0	7	1	0
016	Lake Avenue	Front of 11 Lake Avenue	0	0	0	0	0	2	0	0	2	0	0	3	0	0	6	0	0	7	0	0
017	Lake Avenue	Front of 33 Lake Avenue	0	0	0	0	0	2	0	0	2	0	0	3	0	0	6	0	0	7	0	0
018	Lake Avenue	At Texaco Station	0	0	0	0	0	2	0	0	2	0	0	3	0	0	6	0	0	7	0	0
019	Segar Street	At Chuck's Steakhouse	0	0	0	0	0	2	0	0	2	0	0	3	1	0	7	0	1	6	1	1
020	None	Danbury Fair Mall	0	0	0	0	1	1	0	0	2	0	0	2	1	0	6	1	0	4	2	13
021	None	Danbury Square Mall	0	0	0	0	0	1	0	2	0	0	1	0	0	1	0	0	2	0	0	6
022	Kenosia Avenue	500 feet north of Backus Ave.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	---	---	---	0	0
023	Kenosia Avenue	Precision Drive	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	---	---	---	0	1
024	Kenosia Avenue	Opposite Kenosia Lake	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	0	0
025	Kenosia Avenue	Opposite Kenosia Park entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	0	0
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	0	0
Totals			0	0		2	2		2	2		3	3		8	8		8	8		23	23

**HOUSATONIC AREA REGIONAL TRANSIT DISTRICT**  
**Comprehensive Operational Analysis Trip Summary**  
**Route 6 - Lake Avenue/Danbury Fair Mall**  
**A.M. Peak Period Inbound Trips**

Stop No.	Street Location	Location Description	6:05			6:28			6:54			7:24			7:54			8:24			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
027	Kenosia Avenue	At Jensen Park entrance road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
028	Kenosia Avenue	Kenosia Park entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
029	Kenosia Avenue	At Kenosia Condos/Boat launch	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
030	Kenosia Avenue	500 feet north of Backus	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0
031	Segar Street	Opposite Chuck's Steakhouse	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
032	Lake Avenue	40 feet east of Hobson Street	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	1	0
033	Lake Avenue	50 feet west of South Well Ave.	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0
034	Lake Avenue	30 feet east of Crofut Street	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0
035	West Street	Opposite Salame Plaza	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1	0	2	1	0
036	West Street	85 feet west of Division St.	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0
003	Division Street	100 feet north of Park Avenue	2	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0
004	Park Avenue	Front of 11 Park Avenue	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0
005	Park Avenue	Front of Waterworks	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0
006	Park Avenue	Front of Summit West Condos	0	0	3	0	0	0	0	0	2	1	0	1	1	0	1	0	0	2	2	0
007	Park Avenue	Front of Village Square	0	0	3	0	0	0	1	0	3	0	0	1	0	0	1	0	0	2	1	0
008	Fry's Corner	Fry's Corner	0	0	3	0	0	0	0	0	3	0	0	1	0	0	1	0	0	2	0	0
009	West Wooster Street	Front of Crosby Manor	2	0	5	1	0	1	0	0	3	2	0	3	0	0	1	1	0	3	6	0
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0	5	0	0	1	0	0	3	0	0	3	0	0	1	0	0	3	0	0
011	West Wooster Street	Front of Wooster Manor	0	0	5	0	0	1	0	0	3	1	0	4	2	0	3	1	0	4	4	0
012	Pearl Street	100 feet east of Division St.	0	0	5	0	0	1	1	0	4	0	0	4	1	0	4	0	1	3	2	1
013	Division Street	At U-Haul	1	0	6	0	0	1	3	0	7	0	0	4	0	0	4	0	0	3	4	0
037	West Street	Opposite Cor's Diner	1	0	7	0	0	1	1	0	8	1	0	5	0	0	4	0	0	3	3	0
038	Main Street	Front of CVS	1	0	8	0	0	1	0	1	7	0	1	4	0	1	3	1	2	2	2	5
000	Kennedy Avenue	Pulse Point	0	7	1	0	1	0	0	4	3	0	4	0	3	0	0	0	2	0	0	21
<b>Totals</b>			<b>8</b>	<b>7</b>		<b>1</b>	<b>1</b>		<b>8</b>	<b>5</b>		<b>5</b>	<b>5</b>		<b>4</b>	<b>4</b>		<b>5</b>	<b>5</b>		<b>31</b>	<b>27</b>



**HOUSATONIC AREA REGIONAL TRANSIT DISTRICT**  
**Comprehensive Operational Analysis Trip Summary**  
**Route 6 - Lake Avenue/Danbury Fair Mall**  
**Midday Period Outbound Trips**

Stop No.	Street Location	Location Description	9:00			10:00			11:00			12:00			1:00			2:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	6	0	6	12	0	14	9	0	11	12	0	15	11	0	11	11	0	11	61	0
001	New Street	100 feet north of West Street	0	0	6	0	0	14	0	0	11	0	0	15	0	0	11	0	0	11	0	0
002	West Street	Front of Cor's Diner	1	0	7	0	0	14	1	0	12	0	0	15	0	0	11	0	0	11	2	0
003	Division Street	100 feet north of Park Avenue	0	0	7	0	0	14	0	0	12	0	1	14	0	0	11	0	1	10	0	2
004	Park Avenue	Front of 11 Park Avenue	0	0	7	0	0	14	0	0	12	0	0	14	0	0	11	0	1	9	0	1
005	Park Avenue	Front of Waterworks	0	0	7	0	0	14	0	0	12	1	1	14	0	0	11	0	0	9	1	1
006	Park Avenue	Front of Summit West Condos	1	0	8	1	0	15	0	2	10	0	0	14	0	0	11	0	0	9	2	2
007	Park Avenue	Front of Village Square	0	0	8	0	0	15	0	0	10	0	1	13	0	0	11	0	0	9	0	1
008	Fry's Corner	Fry's Corner	0	0	8	0	0	15	0	0	10	0	0	13	0	0	11	0	0	9	0	0
009	West Wooster Street	Front of Crosby Manor	0	0	8	0	1	14	0	1	9	0	2	11	1	0	12	0	0	9	1	4
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0	8	0	1	13	0	0	9	1	0	12	0	0	12	0	1	8	1	2
011	West Wooster Street	Front of Wooster Manor	1	0	9	3	0	16	0	0	9	0	0	12	1	0	13	0	1	7	5	1
012	Pearl Street	100 feet east of Division St.	0	0	9	0	0	16	0	1	8	0	0	12	0	0	13	0	0	7	0	1
013	Division Street	At U-Haul	0	0	9	0	1	15	0	0	8	0	0	12	0	0	13	0	0	7	0	1
014	West Street	Front of 93 West Street	0	0	9	0	0	15	0	0	8	0	0	12	0	0	13	0	0	7	0	0
015	West Street	At Salame Plaza	0	0	9	1	0	16	0	0	8	0	0	12	0	0	13	0	0	7	1	0
016	Lake Avenue	Front of 11 Lake Avenue	0	0	9	0	0	16	0	0	8	0	0	12	0	0	13	0	0	7	0	0
017	Lake Avenue	Front of 33 Lake Avenue	0	1	8	0	0	16	0	0	8	0	0	12	0	1	12	0	0	7	0	2
018	Lake Avenue	At Texaco Station	1	0	9	0	0	16	0	1	7	0	1	11	0	0	12	0	0	7	1	2
019	Segar Street	At Chuck's Steakhouse	0	0	9	0	0	16	0	0	7	0	0	11	0	0	12	0	0	7	0	0
020	None	Danbury Fair Mall	0	7	2	0	14	2	0	6	1	0	11	0	12	0	0	5	2	0	55	
021	None	Danbury Square Mall	0	2	0	0	2	0	0	0	1	1	0	1	0	0	0	0	1	1	1	5
022	Kenosia Avenue	500 feet north of Backus Ave.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0
023	Kenosia Avenue	5 feet north of Airport access	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0
024	Kenosia Avenue	Opposite Kenosia Lake	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0
025	Kenosia Avenue	Opposite Kenosia Park entrance	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
<b>Totals</b>			<b>10</b>	<b>10</b>		<b>17</b>	<b>19</b>		<b>10</b>	<b>11</b>		<b>15</b>	<b>17</b>		<b>13</b>	<b>13</b>		<b>11</b>	<b>11</b>		<b>76</b>	<b>81</b>

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
Comprehensive Operational Analysis Trip Summary  
Route 6 - Lake Avenue/Danbury Fair Mall  
Midday Period Inbound Trips

Stop No.	Street Location	Location Description	9:24			10:24			11:24			12:24			1:24			2:24			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
027	Kenosia Avenue	At Jensen Park entrance road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
028	Kenosia Avenue	Kenosia Park entrance	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0
029	Kenosia Avenue	At Kenosia Condos/Boat launch	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
030	Kenosia Avenue	500 feet north of Backus	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
020	None	Danbury Fair Mall	3	0	3	3	0	4	6	0	7	8	0	9	5	0	5	10	0	10	35	0
031	Segar Street	Opposite Chuck's Steakhouse	0	0	3	0	0	4	0	0	7	0	0	9	1	0	6	0	0	10	1	0
032	Lake Avenue	40 feet east of Hobson Street	2	0	5	0	0	4	0	0	7	0	0	9	0	0	6	0	0	10	2	0
033	Lake Avenue	50 feet west of South Well Ave.	0	0	5	0	0	4	0	0	7	0	0	9	0	0	6	0	0	10	0	0
034	Lake Avenue	30 feet east of Crofut Street	0	0	5	0	0	4	0	0	7	1	0	10	0	0	6	0	0	10	1	0
035	West Street	Opposite Salame Plaza	0	0	5	0	0	4	0	0	7	0	0	10	0	1	5	0	0	10	0	1
036	West Street	85 feet west of Division St.	0	0	5	0	0	4	0	0	7	0	0	10	0	2	3	0	0	10	0	2
003	Division Street	100 feet north of Park Avenue	0	0	5	0	0	4	0	0	7	0	0	10	0	0	3	0	0	10	0	0
004	Park Avenue	Front of 11 Park Avenue	0	0	5	0	0	4	0	0	7	0	0	10	0	0	3	0	0	10	0	0
005	Park Avenue	Front of Waterworks	0	0	5	0	0	4	0	0	7	0	0	10	0	0	3	0	0	10	0	0
006	Park Avenue	Front of Summit West Condos	0	0	5	0	0	4	0	0	7	0	0	10	0	0	3	2	0	12	2	0
007	Park Avenue	Front of Village Square	0	0	5	0	0	4	1	0	8	0	0	10	0	0	3	0	0	12	1	0
008	Fry's Corner	Fry's Corner	0	0	5	0	0	4	0	0	8	0	0	10	1	0	4	0	0	12	1	0
009	West Wooster Street	Front of Crosby Manor	2	0	7	0	0	4	0	1	7	0	0	10	0	0	4	0	3	9	2	4
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0	7	2	0	6	0	0	7	0	0	10	0	0	4	0	0	9	2	0
011	West Wooster Street	Front of Wooster Manor	2	0	9	1	0	7	0	1	6	2	0	12	0	1	3	0	0	9	5	2
012	Pearl Street	100 feet east of Division St.	0	0	9	0	0	7	0	0	6	0	0	12	0	0	3	0	0	9	0	0
013	Division Street	At U-Haul	0	0	9	0	0	7	1	0	7	0	0	12	0	0	3	0	0	9	1	0
037	West Street	Opposite Cor's Diner	0	0	9	0	0	7	0	0	7	0	1	11	0	0	3	0	0	9	0	1
038	Main Street	Front of CVS	0	4	5	0	4	3	0	2	5	1	2	10	3	0	6	2	0	11	6	12
000	Kennedy Avenue	Pulse Point	0	5	0	0	1	2	0	5	0	0	10	0	4	2	0	8	3	0	33	
Totals			12	13		7	5		8	9		12	13		10	8		14	11		60	55

**HOUSATONIC AREA REGIONAL TRANSIT DISTRICT**  
**Comprehensive Operational Analysis Trip Summary**  
**Route 6 - Lake Avenue/Danbury Fair Mall**  
**P.M. Peak Period Outbound Trips**

Stop No.	Street Location	Location Description	3:00			3:30			4:00			4:30			5:00			5:30			6:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	15	0	18	1	0	1	4	0	4	5	0	5	3	0	4	3	0	3	2	0	2	33	0
001	New Street	100 feet north of West Street	0	0	18	0	0	1	0	0	4	0	0	5	0	0	4	0	0	3	0	0	2	0	0
002	West Street	Front of Cor's Diner	1	0	19	0	0	1	0	1	3	0	0	5	0	0	4	0	0	3	0	0	2	1	1
003	Division Street	100 feet north of Park Avenue	0	3	16	0	0	1	0	0	3	0	0	5	0	0	4	0	0	3	0	0	2	0	3
004	Park Avenue	Front of 11 Park Avenue	0	0	16	0	0	1	1	0	4	0	0	5	0	0	4	0	1	2	0	0	2	1	1
005	Park Avenue	Front of Waterworks	0	0	16	0	0	1	0	0	4	0	0	5	0	0	4	0	0	2	0	0	2	0	0
006	Park Avenue	Front of Summit West Condos	1	0	17	0	0	1	0	2	2	0	0	5	0	0	4	0	0	2	0	0	2	1	2
007	Park Avenue	Front of Village Square	0	1	16	0	0	1	0	0	2	0	0	5	0	0	4	0	0	2	0	0	2	0	1
008	Fry's Corner	Fry's Corner	0	0	16	0	0	1	0	0	2	0	0	5	0	0	4	0	0	2	0	0	2	0	0
009	West Wooster Street	Front of Crosby Manor	0	1	15	0	0	1	0	0	2	0	0	5	0	0	4	0	0	2	0	0	2	0	1
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0	15	0	0	1	0	0	2	0	0	5	0	1	3	0	0	2	0	0	2	0	1
011	West Wooster Street	Front of Wooster Manor	0	2	13	1	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	1	2
012	Pearl Street	100 feet east of Division St.	0	0	13	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	0
013	Division Street	At U-Haul	0	1	12	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	1
014	West Street	Front of 93 West Street	0	0	12	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	0
015	West Street	At Salame Plaza	1	0	13	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	1	0
016	Lake Avenue	Front of 11 Lake Avenue	0	0	13	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	0
017	Lake Avenue	Front of 33 Lake Avenue	0	1	12	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	1
018	Lake Avenue	At Texaco Station	0	2	10	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	2
019	Segar Street	At Chuck's Steakhouse	0	0	10	0	0	2	0	0	2	0	0	5	0	0	3	0	0	2	0	0	2	0	0
020	None	Danbury Fair Mall	0	8	2	3	2	3	0	2	0	1	5	1	1	2	2	0	1	1	0	2	0	5	22
021	None	Danbury Square Mall	1	1	2	1	0	4	0	0	0	0	0	1	0	1	1	0	1	1	0	0	0	2	3
022	Kenosia Avenue	500 feet north of Backus Ave.	0	0	2	0	0	4	0	0	0	0	0	1	0	0	1	---	---	---	---	---	---	0	0
023	Kenosia Avenue	75 feet north of Boulevard Dr.	0	0	2	0	0	4	0	0	0	0	1	0	0	0	1	---	---	---	---	---	---	0	1
024	Kenosia Avenue	Opposite Kenosia Lake	0	1	1	0	0	4	0	0	0	0	0	0	0	0	1	---	---	---	---	---	---	0	1
025	Kenosia Avenue	Opposite Kenosia Park entrance	0	0	1	0	0	4	0	0	0	0	0	0	0	1	0	---	---	---	---	---	---	0	1
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	---	---	---	---	---	---	0	0
<b>Totals</b>			<b>19</b>	<b>21</b>		<b>6</b>	<b>2</b>		<b>5</b>	<b>5</b>		<b>6</b>	<b>6</b>		<b>4</b>	<b>5</b>		<b>3</b>	<b>3</b>		<b>2</b>	<b>2</b>		<b>45</b>	<b>44</b>

**HOUSATONIC AREA REGIONAL TRANSIT DISTRICT**  
**Comprehensive Operational Analysis Trip Summary**  
**Route 6 - Lake Avenue/Danbury Fair Mall**  
**P.M. Peak Period Inbound Trips**

Stop No.	Street Location	Location Description	3:00			3:24			3:54			4:24			4:54			5:24			6:20			Total																										
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off																									
026	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	---	---	---	0	0																									
027	Kenosia Avenue	At Jensen Park entrance road	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	---	---	---	0	0																									
028	Kenosia Avenue	Kenosia Park entrance	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	---	---	---	0	0																									
029	Kenosia Avenue	At Kenosia Condos/Boat launch	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	---	---	---	0	0																									
030	Kenosia Avenue	500 feet north of Backus	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	---	---	---	0	0																									
020	None	Danbury Fair Mall	10	0	10	10	0	11	5	1	8	11	0	11	8	0	8	8	0	8	5	0	5	57	1																									
031	Segar Street	Opposite Chuck's Steakhouse	0	0	10	0	0	11	0	0	8	0	0	11	0	0	8	0	0	8	---	---	---	0	0																									
032	Lake Avenue	40 feet east of Hobson Street	0	0	10	0	0	11	0	0	8	0	1	10	0	0	8	0	2	6	---	---	---	0	3																									
033	Lake Avenue	50 feet west of South Well Ave	0	0	10	0	0	11	0	0	8	0	0	10	0	0	8	0	0	6	---	---	---	1	2																									
034	Lake Avenue	30 feet east of Crofut Street	1	2	9	0	0	11	0	0	8	0	0	10	0	0	8	0	0	6	---	---	---	0	0																									
035	West Street	Opposite Salame Plaza	0	0	9	0	0	11	0	0	8	0	0	10	0	0	8	0	0	6	---	---	---	0	1																									
036	West Street	85 feet west of Division St.	0	1	8	0	0	11	0	0	8	0	0	10	0	0	8	0	0	6	---	---	---	0	1																									
003	Division Street	100 feet north of Park Avenue	0	0	8	0	0	11	0	0	8	0	0	10	0	0	8	0	0	6	0	0	5	0	0																									
004	Park Avenue	Front of 11 Park Avenue	0	0	8	0	0	11	0	0	8	0	0	10	0	0	8	0	0	6	0	0	5	0	2																									
005	Park Avenue	Front of Waterworks	0	1	7	0	0	11	0	0	8	0	1	9	0	0	8	0	0	6	0	0	5	0	2																									
006	Park Avenue	Front of Summit West Condos	0	0	7	2	0	13	0	0	8	3	0	12	0	1	7	0	0	6	0	0	5	5	1																									
007	Park Avenue	Front of Village Square	0	0	7	0	0	13	0	0	8	0	0	12	0	0	7	0	0	6	0	0	5	0	0																									
008	Fry's Corner	Fry's Corner	0	0	7	0	0	13	1	0	9	0	0	12	0	0	7	0	0	6	---	---	---	1	0																									
009	West Wooster St.	Front of Crosby Manor	0	0	7	0	0	13	0	0	9	0	0	12	0	0	7	0	0	6	---	---	---	0	0																									
010	West Wooster St.	40 feet west of Jefferson Ave.	0	0	7	0	0	13	0	0	9	0	0	12	0	0	7	0	0	6	---	---	---	0	0																									
011	West Wooster St.	Front of Wooster Manor	0	0	7	0	0	13	0	1	8	0	1	11	0	0	7	0	0	6	---	---	---	0	2																									
012	Pearl Street	100 feet east of Division St.	0	0	7	0	1	12	0	0	8	0	0	11	0	0	7	0	0	6	---	---	---	0	1																									
013	Division Street	At U-Haul	0	0	7	0	0	12	0	0	8	0	0	11	0	0	7	0	0	6	0	0	5	0	0																									
037	West Street	Opposite Cor's Diner	0	1	6	0	0	12	0	0	8	0	0	11	0	0	7	0	0	6	0	0	5	0	1																									
038	Main Street	Front of CVS	1	0	5	0	2	10	0	1	7	0	1	10	0	3	4	0	3	3	0	5	0	1	15																									
000	Kennedy Avenue	Pulse Point	0	4	1	0	4	6	0	4	3	0	10	0	0	3	1	0	3	0	---	---	---	0	28																									
Totals			12			9			12			7			6			7			14			14			8			7			8			8			5			5			65			57		

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT  
Comprehensive Operational Analysis Trip Summary  
Route 6 - Lake Avenue/Danbury Fair Mall  
Saturday Outbound Trips

Stop No.	Street Location	Location Description	8:00		9:00		10:00		11:00		12:00		1:00		2:00		3:00		4:00		5:00		Total										
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off								
000	Kennedy Avenue	Pulse Point	2	0		2	8	0	8	9	0	9	13	0	13	20	0	20	20	0	23	20	0	20	14	0	18	6	0	9	132	0	
001	New Street	100 feet north of West Street	0	0		2	0	0	8	0	0	9	0	0	13	0	0	20	0	0	23	0	0	20	1	0	19	0	1	8	1	1	
002	West Street	Front of Cor's Diner	1	0		3	0	0	8	1	0	10	1	0	14	0	2	18	3	1	22	0	0	23	0	0	19	0	0	8	6	3	
003	Division Street	100 feet north of Park Avenue	0	0		3	2	0	10	0	0	10	0	0	14	0	0	18	0	4	18	0	0	23	0	0	19	0	0	8	2	4	
004	Park Avenue	Front of 11 Park Avenue	0	0		3	0	0	10	0	0	10	0	0	14	0	0	18	0	0	23	0	0	20	0	0	19	0	0	8	0	0	
005	Park Avenue	Front of Waterworks	0	0		3	0	0	10	0	0	10	0	0	14	1	0	19	0	1	17	1	1	23	0	0	20	0	1	18	0	3	
006	Park Avenue	Front of Summit West Condos	1	0		4	0	0	10	0	0	10	0	0	14	0	0	19	0	0	17	0	0	23	0	2	18	0	0	8	1	2	
007	Park Avenue	Front of Village Square	0	0		4	0	0	10	0	0	10	0	0	14	0	0	19	0	0	17	0	0	23	0	0	18	0	0	8	0	0	
008	Fry's Corner	Fry's Corner	0	0		4	0	0	10	0	0	10	0	0	14	0	0	19	0	0	17	0	0	23	0	0	18	0	0	8	0	0	
009	West Wooster Street	Front of Crosby Manor	0	0		4	0	0	10	0	0	10	0	0	14	0	0	19	0	0	17	0	0	23	0	0	18	0	0	8	0	0	
010	West Wooster Street	40 feet west of Jefferson Ave.	0	0		4	0	0	10	0	0	10	0	0	14	0	0	19	0	0	17	0	0	23	0	1	17	0	0	18	0	1	
011	West Wooster Street	Front of Wooster Manor	0	0		4	0	0	10	0	0	10	1	0	15	0	0	19	0	2	15	1	0	24	2	2	17	0	0	18	0	6	
012	Spruce Street	E. Pearl Street	0	0		4	0	0	10	1	0	11	0	0	15	0	0	19	0	0	15	0	0	24	1	0	18	0	0	6	2	0	
013	Pearl Street	100 feet east of Division St.	0	0		4	0	0	10	0	0	11	0	0	15	0	0	19	1	0	16	0	0	24	0	0	18	0	0	6	1	0	
014	Division Street	At U-Haul	0	0		4	0	0	10	0	0	11	0	0	15	0	0	19	1	0	17	0	0	24	0	0	18	0	0	6	1	0	
015	West Street	Front of 93 West Street	1	0		5	0	0	10	0	0	11	0	0	15	0	0	19	1	0	18	0	0	24	0	0	18	0	0	6	2	0	
016	West Street	At Salama Plaza	0	0		5	0	0	10	0	0	11	0	0	15	0	0	19	0	0	18	0	0	24	0	0	18	0	1	17	0	0	
017	Lake Avenue	Front of 11 Lake Avenue	0	0		5	0	0	10	0	0	11	0	0	15	0	0	19	0	0	18	0	0	24	0	0	18	0	0	6	0	0	
018	Lake Avenue	Front of 33 Lake Avenue	0	0		5	0	0	10	0	0	11	0	0	15	0	0	19	0	0	18	0	5	19	0	0	18	0	1	16	0	6	
019	Lake Avenue	At Texaco Station	0	0		5	0	0	10	0	0	11	0	0	15	0	0	19	0	0	18	0	0	19	0	0	18	0	1	15	0	0	
020	Segar Street	At Chuck's Steakhouse	0	0		5	0	0	10	0	0	11	0	0	15	0	0	19	0	0	18	0	0	19	0	0	18	0	0	15	0	0	
021	None	Danbury Fair Mall	0	5		0	0	7	3	0	8	3	0	15	0	0	17	2	0	17	1	0	19	0	0	16	2	1	14	2	0	1	
022	None	Danbury Square Mall	0	0		0	0	3	0	0	3	0	1	0	1	0	2	0	0	0	1	1	0	1	0	2	0	0	1	1	0	2	
023	Kenosia Avenue	500 feet north of Backus Ave.	0	0		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
024	Kenosia Avenue	70 feet north of Boulevard Dr.	0	0		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	
025	Kenosia Avenue	Opposite Kenosia Lake	0	0		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
026	Kenosia Avenue	Opposite Kenosia Park entrance	0	0		0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	
027	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
Totals			5	5		10	10		11	11		16	15		21	21		26	26		23	25		23	23		16	20		6	9	157	165

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT -  
Comprehensive Operational Analysis Trip Summary  
Route 6 - Lake Avenue/Danbury Fair Mall  
Saturday Inbound Trips

Stop No.	Street Location	Location Description	8:24			9:24			10:24			11:24			12:24			1:24			2:24			3:24			4:24			5:20			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off			
027	Kenosia Avenue	Col-de-sac at end of Kenosia	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	---	---	---	0	0
028	Kenosia Avenue	At Jensen Park entrance road	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	---	---	---	1	0
029	Kenosia Avenue	Kenosia Park entrance	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	---	---	---	0	0
030	Kenosia Avenue	At Kenosia Condos/Boat launch	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	---	---	---	0	0
030	Kenosia Avenue	500 feet north of Beckus	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	---	---	---	2	0
031	None	Danbury Fair Mall	0	0	0	0	0	2	0	3	10	1	10	5	0	6	16	0	16	19	0	20	19	0	20	15	0	15	10	0	10	96	1	
032	Segar Street	Opposite Chuck's Steakhouse	0	0	0	0	0	0	0	3	0	0	10	0	0	6	0	0	16	0	0	20	0	0	20	0	0	15	---	---	---	0	0	
033	Lake Avenue	40 feet east of Hobson Street	0	0	0	0	0	0	0	3	0	0	10	0	0	6	0	0	16	2	0	22	0	0	20	0	0	15	---	---	---	2	0	
034	Lake Avenue	50 feet west of South Well Ave	0	0	0	0	0	1	0	4	0	0	10	1	0	7	0	0	16	1	0	23	0	2	18	0	1	14	---	---	---	3	3	
035	Lake Avenue	30 feet east of Crofut Street	0	0	0	0	0	1	0	5	0	0	10	0	0	7	0	0	16	2	0	25	0	0	18	0	0	14	---	---	---	3	0	
036	West Street	Opposite Salama Plaza	0	0	0	0	0	0	0	5	0	0	10	0	0	7	0	2	14	0	0	25	0	1	17	0	0	14	0	1	9	0	4	
037	West Street	85 feet west of Division St.	0	0	0	0	0	0	0	5	0	0	10	0	0	7	0	0	14	0	2	23	0	0	17	0	2	12	0	0	9	0	4	
038	Division Street	100 feet north of Park Avenue	0	0	0	0	0	0	0	5	0	0	10	0	0	7	0	0	14	0	2	21	1	0	18	0	0	12	---	---	---	1	2	
039	Park Avenue	Front of 11 Park Avenue	0	0	0	0	0	0	0	5	0	0	10	0	0	7	0	0	14	0	0	21	0	0	18	0	0	12	---	---	---	0	0	
040	Park Avenue	Front of Waterworks	0	0	0	0	0	0	0	5	0	1	9	0	0	7	0	1	13	0	0	21	0	0	18	0	0	12	---	---	---	0	2	
041	Park Avenue	Front of Summit West Condos	0	0	0	0	0	1	0	6	2	0	11	0	0	7	0	0	13	0	2	19	0	1	17	0	0	12	---	---	---	3	3	
042	Park Avenue	Front of Village Square	0	0	0	0	0	0	0	6	0	0	11	0	0	7	0	1	12	3	0	22	0	0	17	0	0	12	---	---	---	3	1	
043	Fry's Corner	Fry's Corner	0	0	0	0	0	0	0	6	0	0	11	0	0	7	0	0	12	0	0	22	0	0	17	0	0	12	---	---	---	0	0	
044	West Wooster Street	Front of Crosby Manor	0	0	0	0	0	1	0	7	1	0	12	1	0	8	0	0	12	0	0	22	0	0	17	0	0	12	---	---	---	1	1	
045	West Wooster Street	40 feet west of Jefferson Ave.	0	0	0	1	0	1	0	7	0	0	12	0	0	8	0	0	12	0	1	21	0	0	17	0	0	12	---	---	---	4	3	
046	West Wooster Street	Front of Wooster Manor	1	0	1	2	0	3	1	0	8	0	1	11	0	1	7	0	0	12	0	1	20	0	0	17	0	0	12	---	---	---	0	0
047	Spruce Street	E. Pearl Street	0	0	1	0	0	3	0	0	8	0	0	11	0	0	7	0	0	12	0	0	20	0	0	17	0	0	12	---	---	---	1	0
048	Pearl Street	100 feet east of Division St.	0	0	1	0	0	3	0	0	8	0	0	11	0	0	7	0	0	12	1	0	21	0	0	17	0	0	12	---	---	---	2	0
049	Division Street	At U-Haul	1	0	2	0	0	3	0	0	8	0	0	11	1	0	8	0	0	12	0	0	21	0	0	17	0	0	12	0	0	9	5	1
050	West Street	Opposite Cor's Diner	1	0	3	1	0	4	1	1	8	0	0	11	2	0	10	0	0	12	0	0	21	0	0	17	0	0	12	0	0	9	5	1
051	Main Street	Front of CVS	0	1	2	0	0	4	0	1	7	1	2	10	2	4	8	2	1	13	0	0	21	0	3	14	0	1	11	0	9	0	5	22
052	Kennedy Avenue	Pulse Point	0	2	0	0	4	0	0	5	2	0	9	1	0	8	0	0	10	3	0	19	2	0	12	2	0	8	3	---	---	---	0	77
Totals			3	3		4	4		9	7		14	14		13	13		18	15		28	27		21	19		15	12		10	10		135	124